Preliminary Program in Detail

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Tuesday, November 13 Program

Beginning at noon:

A1 - Introduction to Transportation Planning Studies Guidelines and Criteria
This workshop will highlight the November 2007 edition of the Washington State Department of Transportation Planning Studies Guidelines and Criteria. This document, with a permanent home on the WSDOT web site, is full of resources for conducting transportation planning studies along state highways. This workshop will provide a hands-on tour of these new guidelines, including special technical training emphasis on how to conduct a planning study, techniques for defining an appropriate decision making process, understanding cost estimation and how recommendations are directly tied to the WSDOT scoping and project development process.

For many years WSDOT referred to these studies as Route Development Plans. Today, the terms Transportation Planning Study or Corridor Management Plan replace that previous label to strengthen the emphasis on a broader approach to study more than just the transportation facility. The guidelines underscore the increased importance of factoring in adjacent land use changes and the relationship of the local transportation network and the performance of the state system. The guidelines provide planners with a series of options for approaches to public and stakeholder involvement, while drawing attention to specific data that should be included in every study.

The guidelines encourage each plan to define their method for assessing and prioritizing existing needs, identifying capital and operational options, and facilitating a greater connection with the scoping, design, and implementation of recommendation over the 20-year study window. In this workshop you will hear about how these guidelines can get your team headed in the right direction.

This workshop includes two case studies and a discussion on what the new SAFETEA-LU requirements for “Year of Expenditure” may mean for transportation planners in Washington State. The Federal Highway Administration will summarize the new federal expectation.

CASE STUDY: The Aurora Multimodal and Interurban Bridges Project

Through engaging community interaction from preliminary to final design of the Aurora Multimodal and Interurban Bridges project, CH2M HILL helped the City of Shoreline address community concerns. This included public meetings and open houses, fact sheets and newsletters, council presentations and one-on-one meetings with affected property owners. The Aurora Multimodal and Interurban Bridges project used a “context-sensitive solutions” approach to develop a solution that addressed mobility and safety goals, while

at the same time meeting environmental and other community needs. This project has received the following awards for the process that was followed to deliver the solution including; the “Best Practices” award from the Institute of Transportation Engineers Transportation Planning Council; and the “Washington Quality” and “National Quality” awards from the American Public Works Association. Both of these awards related to the use of a “Context Sensitive Solutions” approach to the design.

CASE STUDY: The US 2 Corridor Plan—Snohomish to Skykomish

Hear how this award winning Corridor Plan (RDP) approached a corridor filled with controversy and local involvement. Learn how WSDOT and its partners along the corridor evaluated their recommendations using a screening process that involved the public and stakeholders alike. This corridor is both a National Scenic Byway and a federal highway that crosses the nation and also serves as a mainstreet for the cities of Monroe, Sultan and Gold Bar. The issues faced during this study are similar to those along many other routes in Washington State and across the nation. How does growth in communities impact the transportation system? How do transportation and land use planners develop realistic recommendations to improve safety and mobility with limited budgets while facing intense public, political and media scrutiny? How do planners manage expectations of the stakeholders when developing recommendations amid limited and constrained funding for such projects? In this session you will hear what data was analyzed to understand all of the conditions and operational challenges of this corridor.

Judy Lorenzo, WSDOT Strategic Planning and Programming, Olympia, WA
Brian J. Smith, AICP, WSDOT Strategic Planning and Programming, Olympia, WA
John McKenzie, CH2M Hill, Bellevue, WA
Tim Bevan, CH2M Hill, Bellevue, WA
Richard Warren, WSDOT Urban Planning Office, Seattle, WA
Sidney Stecker, Federal Highway Administration, Olympia, WA
Mark Gabel, WSDOT Cost Risk Estimating and Management, Olympia, WA
Delwar Murshed, WSDOT Urban Planning, Seattle, WA

A2 - Local Planning Short Course and Agency Participation in the Local Land Use Process

This workshop is offered in partnership with the Washington State Community, Trade, and Economic Development Department (CTED) and the Planning Association of Washington. The course, presented by a land use attorney and local planning professionals, will address the legal and procedural basics of local comprehensive planning, land use regulation, and permitting. The trainers will provide a local perspective of the best strategies for protecting the safety and capacity of the state transportation system through local planning and regulatory policies.

Experienced CTED Growth Management Services staff will then discuss how to effectively participate in the local planning process. The session will conclude with a review of agency efforts to more effectively communicate the state’s interests through the local land use process, and an overview of the Bel-Red Corridor Project.

The Bel-Red Corridor Project serves as a model of how transportation can be integrated with land use at the sub-area level, taking into account the complex factors of multimodal planning, the market forces that will drive future land use, and the concerns of neighbors and business owners about how the project may affect their homes and livelihoods. It showcases the work of City of Bellevue staff and consultants as an integrated team, with active guidance and participation by a dedicated steering committee and ample opportunities for public participation.

Gregg Dohrn, G.R. Dohrn and Associates, Spokane, WA
Lisa Parks, Alliance Consulting Group, Spokane, WA
Stacy Bjordahl, Witherspoon, Kelley, Davenport & Toole, Spokane, WA
Joyce Phillips, CTED Local Government Division, Spokane, WA
Karena Houser, WSDOT HQ Planning, Olympia, WA
Jenifer Young, CH2M Hill,
Torsten Lienau, CH2M Hill, Seattle, WA
Kevin O'Neill, City of Bellevue, WA
Tom Washington, WSDOT Urban Planning, Seattle, WA

A3 - Transportation Modeling: What Models to Use, When to Use Them, and the Information They Provide
This workshop is limited to the first 30 individuals. It will be held at the WSDOT Eastern Region HQ. Check in at the Red Lion and take the free shuttle to the workshop. Shuttles begin at 10:30a.m.

From 11:00am to 12:00pm, participants will be provided an opportunity to network with several private sector practitioners in the modeling area. Arrive early for this great opportunity to discover how others address their transportation modeling challenges.

Space will be limited in this hands-on workshop and pre-registration is required. Get a lesson from experts on how transportation modeling tools assist decision-makers in evaluating system performance in relation to development growth and changing rural and urban needs. This workshop actively demonstrates how the various modeling tools are used in the study process, including interdependent and independent functions. Learn what types of studies modeling tools are used for, data needs, when to use them, what their proper applications are, and the role of post-processing.

Craig Helmann, WSDOT Urban Planning, Seattle, WA
Robert M. Shull, P.E., PTV America, Inc., Vashon, WA
Ed Hayes, PTV America, Inc., Spokane, WA
Jerry Compton, WSDOT Eastern Region Planning, Spokane, WA
Mike Bjordahl, WSDOT Eastern Region Planning, Spokane, WA
Jim Laughlin, WSDOT Northwest Region Environmental Services, Seattle, WA
Dave Dean, WSDOT Eastern Region Planning, Spokane, WA
Shuming Yan, WSDOT Urban Planning, Seattle, WA

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A4 - Tribal Transportation Planning
At this workshop, learn from tribal governments on how they are addressing transportation challenges and coordinating existing resources to meet overall transportation needs. Learn how effective transportation planning and coordination takes into consideration a reservation's economic and social needs, such as housing, employment, education, health care, natural resources, environmentally-sensitive areas, sovereignty, land use, parks, recreation, pedestrian access, tourism, culture, and history.

Keith Martin, WSDOT Eastern Region Local Programs, Spokane, WA
Brian Clark, Confederated Tribes of the Colville Indian Reservation, Nespelem, WA
Kyle Kitchel, FHWA Washington Division, Vancouver, WA

A5 - What Every WSDOT Planner Needs to Know About His/Her Attorney General
When should you call your Assistant Attorney General (AAG)? What information should you have when you call? Is the advice you receive from your AAG subject to public disclosure? What is an AAG? Are there certain clauses that need to be in every contract the WSDOT signs? What is “approval as to form”? Do I need “approval as to form” on every contract that goes through my office?

Answering these questions during the workshop will provide any WSDOT Planner general information about working with the Attorney General’s Office. Every WSDOT planner, regardless of your experience dealing with the AG staff, should consider attending this workshop.

Find out what components are needed in these agreements and what assistance the WSDOT HQ Agreements Office can provide.

Learn the ropes about working with establishing agreements and contracts with local governments and others.

Ann E. Salay, Washington State Office of the Attorney General, Olympia, WA
Rich Gleckler, WSDOT HQ Design, Olympia, WA

(Due to Attorney/Client Privilege, this workshop is restricted to WSDOT Personnel. WSDOT ID Badge required.)

B - Evening Dinner Reception

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Wednesday, November 14 Program

GIS CLINICS

Come to the Geographic Information Systems (GIS) Clinic to receive one-on-one instruction with GIS (ArcGIS 9.2). Bring your GIS questions and your data; staff members will provide free GIS consulting, advice, and technical support.

All interested attendees are invited to attend.

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Beginning at 8 a.m.

D - Welcome and Opening Plenary: Setting the Context

Beginning at 9 a.m.

Module 1: Data Collection and Analysis
This series of Symposium sessions are part of the training module that focuses on the topic of Data Collection and Analysis. In each session, you will get an overview of the key principles of using data for transportation decision-making. Each of the five individual sessions will expand on one or two of these principles.

The Washington State Department of Transportation is a data-driven agency. The training sessions emphasize the importance of using high quality data in all phases of the planning and project delivery process. Asking the right questions – of the right people – can simplify the data collection process. Data influences many decisions, so make sure your data is the best it can be! Come prepared to learn from experts and share your experiences.

E1 - Quality and Relevance of Data
Data relevance relates to data quality. The relationship of these components will be made clear by focusing on the importance of quality in all phases of data collection and analysis. What happens if your data is incorrect? What are good sources for high quality, relevant data? What data should be collected? How are conclusions formed from a variety of data sources? These questions will be posed in an open forum for discussion and experts will be on hand to answer them.

The private sector firms of InteliSum and INCA were able to join their teams to provide a Digital Terrain Model, using Computer Aided Design for the I-405 & I-90th overpass project in Bellevue, Washington. Using InteliSum's revolutionary 3D Laser scanning technology, they were able to accomplish this data collection and analysis task in a very timely and accurate manner. Using this patented hardware and software, this project was able to be completed much faster. It eliminated the need for job revisits and allowed for much greater safety in the roadway, and it improved the accuracy to achieve greater results.

Get a firsthand look at the LD3 Unit that was used, and hear how this approach is worth considering for your next data collection effort.

Jim Ayres, PE, County Road Administration Board, Olympia, WA

E2 - New Approaches to Measuring System Performance
Efforts to measure system performance have continued to evolve. For years, WSDOT has relied on embedded magnetic loops in highway pavement (instrumented highways) to analyze system performance on key commutes. WSDOT is now implementing a new technology that is mobile and adaptable to a wide variety of highway designs and conditions. Previously, data on uninstrumented highways and arterials could not have been collected and analyzed with such precision. Attendees will learn how WSDOT continues to expand and improve its capacity to collect, analyze, and report real-time system performance measurement data. Key concepts to be discussed are important for all planners and include maximum throughput, congestion thresholds, Before and After studies, travel times, travel time reliability, and delay.

Daniela Bremmer, WSDOT Strategic Assessment, Olympia, WA
John Rosen, WSDOT TDO Highway Usage Branch, Olympia, WA
Dave Bushnell, PE, WSDOT TDO Travel Analysis Branch, Olympia, WA

E3 - Data Resources
Knowing where to find good data sources is essential in the data collection and analysis process. Obtaining quality data from the right source will help strengthen your study or plan and avoid potential delays and added costs. WSDOT's Transportation Data Office (TDO) collects, records, analyzes and reports on a variety of transportation related information, which includes traffic, collision, and roadway geometric data. Good decisions rely on good information. For example, what can we expect to happen if a development is built near a state highway? What type and severity of collisions are occurring at a specific location on the roadway? What are the traffic volumes and classifications of vehicles using a specific section of roadway? How many lanes, what are the lane widths and what is the roadway geometry (horizontal and vertical grade) at a specific location on the State Highway? These are just a few questions that may arise during the project development phase. This session will show how the TDO provides data to answer these questions and how it was used in a Route Development Plan.

Joe St. Charles, WSDOT TDO Highway Usage Branch, Olympia, WA
Geneva R. Hawkins, WSDOT TDO Collision Data and Analysis Branch, Olympia, WA
Lou Baker, WSDOT TDO Roadway Systems Branch, Olympia, WA
Ruth Decker, WSDOT TDO Travel Analysis Branch, Olympia, WA
Dave Dean, WSDOT Eastern Region Planning, Spokane, WA

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E4 - Forecasting and the Program Development Process
This session will provide an overview of the state transportation budget development process and the role in which program development plays. A review of funding, financing, and revenue projection approaches will allow us to understand the financial parameters and context in which the budget is developed. We'll explore the roles that planning, forecasting, and policy development have in process. The culmination of the session will be a discussion of how the program development process is completed within the financial resources available.

The Systems Analysis & Program Development (SAPD) office within the Department of Transportation works closely with the planning, forecasting, policy setting, and budget development centers of the agency in developing and managing the highway construction program. In addition, SAPD works closely with OFM and Legislative staff to assist in the Legislative transportation budget development process.

Jay Alexander, WSDOT Systems Analysis and Program Development, Olympia, WA

E5 - Data and Decision Making
Data influences decision making on all levels from legislators and policymakers to the general public. A plan's data is what WSDOT and others use to make decisions about what projects to propose and what projects to fund. This session will explore how data influences the decision making process and how data shows existing problems rather than perceived problems.

The Washington State Department of Transportation (WSDOT) has identified the need to rehabilitate and/or reconstruct the pavement of Interstate 5 (I-5) through the City of Seattle between approximately the Boeing Access Road and NE Northgate Way. As part of Project, an evaluation of several short-range and long-range operational improvements was also completed. The end result is to complete a plan for the comprehensive pavement reconstruction of the freeway through the City of Seattle, together with operational, safety, and, environmental improvements that are determined feasible.

The project is a model for other transportation professionals due to the integration of a major pavement reconstruction effort with possible operational improvements. In each of these areas, the project has undertaken significant innovation in data collection, future projections, and predictive modeling capabilities.

Other lessons learned was to be cognizant of other projects and decisions that may have an effect on your project. The I-5 project is interrelated to several other large WSDOT project efforts including the Alaskan Way Viaduct, SR-520, and SR-519 projects. Since the project started in 2004, changes in these related projects have occurred affecting both the priority and nature of work on I-5. This has required our team to be flexible, adaptable, and responsive to change.

The Washington State Ferries (WSF) is updating the Bainbridge Island Ferry Terminal master plan. They are working collaboratively with the City of Bainbridge Island to plan

the ferry terminal facility and the surrounding neighborhood. This multimodal (ferry, car, bicycle, transit, and pedestrian) plan needs to be consistent with the city's comprehensive plan, the regional transportation system, the SR 305 corridor study, and other local planning efforts.

The focus of this case study is how the traffic data was analyzed and incorporated in the creation of the alternatives. Models used were VISUM, VISSIM, Synchro, Sidra, and WSF vehicle waiting and queuing.

Dr. Bill Kelley, Eastern Washington University, Spokane, WA
Newt Jackson, Nichols Consulting Engineers, Chtd.
John Perlic, Parametrix, Inc., Bellevue, WA
Yonnel Gardes, The Transpo Group, Kirkland, WA

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Beginning at 11:15 a.m.

Module 2: Communication Tools and Techniques
An important message remains unheard if it is not communicated clearly and effectively. Reaching your audience is achieved only if you know who they are and using the most appropriate communication tools. Because many planners tend to speak in acronyms and technical terms that may not be understood by some people, we are providing a "toolbox" for communicating better. Remember, your message is only effective if it is understood! These five concurrent sessions will cover communications basics and targeted topics.

F1 - Reader Friendly Writing
State employees now use "plain talk" to reach a variety of audiences. Today's documents produced by WSDOT make it easier for the public to understand what we do and how they can be involved.

This workshop introduces key elements of the WSDOT Communications Manual and the Governor's Executive Order on Plain Talk. Come and learn techniques that will improve the quality of your transportation plans, web pages, environmental reports, and more.

Stan Suchan, WSDOT Northwest Region Public Affairs, Seattle, WA

F2 - Reaching Your Audience
One of the first elements necessary to establish effective communication during your planning study, or construction project is to know your audience and how to best to reach them. Sound Transit's Link light rail staff work on every level of projects from planning to the environmental review to final design and eventually construction. Learn how Sound Transit works to bring the community to the table throughout each phase of a project and what tools they use to communicate project level information.

From the planning study to construction, communication is key. It is imperative for

project staff to have an understanding of elements within a project area such as community leadership, how communities typically work with projects or agencies, community's relationships with local jurisdictions, the political landscape, and the community's history with other projects. This workshop will offer the basics on getting to know and understand communities and how to effectively communicate with them.

Kathy Albert, Sound Transit, Seattle, WA
Brooke Belman, Sound Transit, Seattle, WA

F3 - Public Information and the Media
The media can be a quick way to spread the WSDOT story to a wide audience. Clear, concise data points supporting the story adds to WSDOT credibility.

When communicating to the media about a planning study, it is important to prepare in advance and speak or write with a OneDOT voice. Using effective demonstrations can help support the WSDOT brand and tell the WSDOT story. This workshop will also address who is the appropriate person to speak with the media and how to write a press release.

One of the major obstacles in the project was routing people around downtown Spokane efficiently—and getting the word about alternate routes. Project Engineers and communicators at Eastern Region created a communications plan that resolved this matter creatively and opened up collaboration with local stakeholders to alleviate downtown business' stress and re-route downtown Spokane traffic efficiently. Come hear how they did it!

Lloyd Brown, Washington State Department of Transportation Communications, Olympia, WA
Darrel McCallum, PE, WSDOT Eastern Region Construction Project, Spokane, WA
Robert Blegen, PE, WSDOT Eastern Region Construction Project, Spokane, WA

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F4 - Interactive Communications: the Web
The Web has changed the way we communicate. With the advent of the internet, people are able to view an enormous amount of information in an instant. In transportation planning, what are we doing to facilitate the delivery of accurate and meaningful information? We'll look at where we are headed and the future of Web technology. The intranet communication system will be discussed, as well as tools used at WSDOT such as Sharepoint.

WSDOT Web pages are award-winning and have received high acclaim for their ease of navigability. Attendees will have a chance to learn tips for writing for the Web and how to build a WSDOT corridor planning study or project Web page.

Jim Culp, WSDOT Interactive Communications, Olympia, WA

F5 - Communications Seminar: E-mail Excellence
Discover a new approach to writing e-mail and all documents so you connect immediately with each reader, convey what you want the reader to know or do within three sentences, and apply the latest techniques for being brief, persuasive, and compelling.

Michael Buschmohle, Applause! Associates President, Sammamish, WA

Beginning at 12:30 p.m.

G - Keynote Luncheon: The Gift of Listening
In this luncheon, you'll learn:

How to listen creatively with your mind and body language to gain information, reach understanding, promote the development of new ideas, and be willing to be influenced by what you hear. Listening is the greatest gift we can give.
Ways to listen with complete attention, use body language to aid listening, ask questions to gain information, support others' ideas creatively, listen longer and respond when disagreement arises.
How to express or encourage responses or feedback.
Projecting a willingness to accept feedback – listen and act.
Beginning at 2:15 p.m.

Michael Buschmohle, Applause! Associates President, Sammamish, WA

Module 3: Public Involvement
As an agency, WSDOT works on projects and plans for the public good. How can we provide the public with the best transportation system if we don't the public's input? Who do we want to reach and why? What is our current practice and how do we effectively incorporate comments that we have received? Come and learn about public involvement methods that have worked well for others. Listening to the public's opinion is more than just a good idea–it's the law!

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H1 - Environmental Justice: Achieving Compliance and Going Beyond the Legal Requirements
This session will examine Environmental Justice and the Title VI requirements and instruction on outreach methods and approaches for gaining participation in the public involvement process from minority and limited English proficiency populations to ensure Environmental Justice.

1. What is Environmental Justice?

2. What are the legal requirements?

3. How do we comply with and go beyond legal requirements to ensure environmental justice?

- Identifying disadvantaged, minority, and limited English proficiency populations
- Creating and maintaining lines of communication with these populations
- Considering the interests of these populations

Kathleen McKinney, WSDOT HQ Environmental Services, Olympia, WA
Kate Stenberg, WSDOT UPO Environmental Strategies and Programming, Seattle, WA

H2 - Incorporating Public Comment into the Decision Making Process
This session will provide an in-depth review of the how the public involvement process informs decision making and how to best prepare the record of public involvement to advise decision makers. It expands upon:

- How to define the role of stakeholders and the public
- Determining the goals
- How should the public be included in the decision making process?
- Building consent and how to produce products
- How should decision makers regard public comment?

Come hear how WSDOT changed and adapted to evolving societal values within one project over multiple decades. Find out how citizen involvement, agency agendas, and changing management priorities all influenced the course of this project. There are valuable lessons in public participation, corridor planning, and project management to be shared. And learn a little about the history and future of a dynamic part of the North Central Washington.

Linea Laird, WSDOT HQ Construction, Olympia, WA
Riley Atkins, David Evans & Associates, Bellevue, WA

H3 - Reinventing Public Outreach
Public outreach is an opportunity to get buy-in from the surrounding community and decision-makers, adhere to WSDOT's commitment to accountability, and avoid potential obstacles that could delay or derail a project. Learn how a comprehensive communications and public involvement approach led the I-405 Corridor Program to a master plan for reducing traffic congestion and improving mobility, safety and the quality of life for commuters who travel this corridor designated the "worst commute in the state." Five years later, the communications plan, guided by the same principles, has transitioned to implementation and construction – the team's tools and ideas are yours at this workshop.

Nancy Boyd, WSDOT HQ Design, Olympia, WA
Stacy Trussler, WSDOT Urban Corridors, Seattle, WA
Colleen Gants, WSDOT Urban Corridor, Seattle, WA

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H4 - Using a Community Assessment to Write a Public Involvement Plan
Most projects call for a public involvement plan in advance of design and construction, but project staff may not know where to start in writing one. In this session, you will learn how the I-405/NE 8th Street to SR 520 Braided Crossing Project team took a discipline report focused on environmental justice, social, utilities and public services to create a community assessment and created an effective public involvement plan that team members could understand and use. Workshop participants will leave with helpful tools, including electronic templates for creating a community assessment and public involvement plan.

Abby Byrne, Eastern Washington University (Retired), Liberty Lake, WA
Jamie Strausz-Clark, PRR, Bellevue, WA
Stan Suchan, WSDOT Northwest Region Public Affairs, Seattle, WA

H5 - Public Involvement Seminar: Presenting Yourself and Your Ideas
Discover easy ways to make a fabulous first impression, open every presentation within 30 magic seconds, use your voice to sound as good as any broadcaster, tell stories, and handle disagreement and conflict with composure.

Michael Buschmohle, Applause! Associates President, Sammamish, WA

Beginning at 4:15 p.m.

I - Evening Panel: Climate Change
Increasing discussion on the topic of Climate Change is prompting action at a variety of levels across the nation, globally and in Washington State. How are these actions and conversations connected to transportation? More specifically, how should transportation professionals change their approach to planning and project design in light of these issues? This panel will share how the state is responding to the challenge, including an update from the Governor's Climate Action Team, local and regional perspectives, and insight from the California Department of Transportation. This event is open to the public and will include and opportunity for open discussion with the panel. Walk away with new perspectives of the connections between transportation and climate change and how you and your organization play a key role in addressing this emergent topic.

Dennis Hession, City of Spokane, WA (Invited)
Jay Manning, Washington State Department of Ecology, Olympia, WA
Joanne Potter, Cambridge Systematics, Bethesda, MD
Kelly Dunlap, JD, AICP, California Department of Transportation Environmental Management Office Chief, Sacramento, CA
Kelly McGourty, Puget Sound Regional Council Principal Planner, Seattle, WA

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Thursday, November 15 Program

GIS CLINICS

Come to the Geographic Information Systems (GIS) Clinic to receive one-on-one instruction with GIS (ArcGIS 9.2). Bring your GIS questions and your data; staff members will provide free GIS consulting, advice, and technical support.

All interested attendees are invited to attend.

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Beginning at 7:30 a.m.

Plenary Breakfast Panel: Sharing the Wisdom of Experience

Beginning at 8:15 a.m.

L1 - WSDOT's Performance Journalism: A Proven Approach for Effective Communication of Results
All planners are knowledge workers that need to share information and results. WSDOT has successfully used Performance Journalism, a nationally recognized approach to communicate performance results to a diverse audience including the public, the media, and policy-makers. This approach has helped to significantly enhance public credibility and supported two gas tax increases. Performance Journalism at WSDOT has evolved over six years of reporting comprehensive transportation system performance information in the agency's quarterly performance report, the Gray Notebook. Effective communication of performance, or any other information, is more than just publishing data and text. It requires an agency to tell its story and apply both analytical and journalistic methods. Performance Journalism principles will be defined and illustrated, and attendees will have an opportunity to learn how these successful principles can be readily applied in everyone's daily work.

Kimberly Howard, WSDOT HQ Strategic Assessment, Olympia, WA
Clint McCarthy, WSDOT HQ Strategic Assessment, Olympia, WA

L2 – Leading Edge Research and Information Tools
Leading edge research and just-in-time tools to help you find information are the focus of this session. Research that promotes greater transportation efficiency and effective solutions along with all the useful services of the WSDOT Library will be discussed. Come find out about the services available to you!

A case study of research on the rapid construction of bridges at WSDOT will be presented. Prefabricated bridge components are in increasing demand for rapid bridge

construction. Pre-casting eliminates the need for forming, casting ands curing of concrete in work zones, makes bridge construction safer while improving quality and durability. Pre-cast bridges consisting of pre-tensioned girders, post-tensions spliced girders, trapezoidal open box girders and other types of superstructure members have been gaining popularity in recent years. There types of bridges have advantages in minimizing traffic disruption, speeding up construction and solving constructability issues in congested traffic areas and other specific cases.

The seismic design and detailing of bridges made of pre-cast, prefabricated members is a challenge among bridge engineers and bridge builders. This presentation discusses the applicability of bridge design and construction specifics to pre-cast bridges in areas of high or moderate seismic risk. It discusses the different seismic design methodologies and their application to precise bridges.

Leni Oman, WSDOT Office of Research and Library Services, Olympia, WA
Bijan Khaleghi, WSDOT HQ Bridge and Structures Office, Olympia, WA

L3 – Environmental Hot Topics: What You Really Need to Know
This session will bring you up-to-date on the new Washington State Department of Transportation (WSDOT) Secretary's Executive Order (E1031.00), Protections and Connections for High Quality Natural Habitats. Under this direction WSDOT, in partnership with other agencies, organizations, and the public, must assure that road and highway programs recognize, together with other needs, the importance of protecting ecosystem health, the viability of aquatic and terrestrial wildlife species, and the preservation of biodiversity. The executive order identifies specific measures to assist planners and designers. As time allows, you'll hear a quick summary of key issues from climate change to new stormwater regulations.

Carol Lee Roalkvam, WSDOT HQ Environmental Services, Olympia, WA
Megan White, WSDOT HQ Environmental Services, Olympia, WA

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L4 - Lifeline Routes
The session focuses on the lifeline routes or the need for important routes or corridors to remain open following a major disaster. The concept is based on the need to secure disaster areas in order to provide emergency vehicles access, evacuate injured people, provide medical support, protect infrastructure from further damage, and move people and goods to further minimize negative economic impacts.

A case study discussion on the Seismic Retrofitting Program will bring together the stakeholders involved in developing a course of action that ensures all necessary measures are taken in the creation of a disaster resilient transportation system; one that could withstand a catastrophic seismic event affecting the state of Washington. Another benefit assists in the hardening of critical infrastructure necessary in mitigating against potential security threats on the transportation system will also be discussed.

John Himmel, WSDOT Maintenance and Operations, Olympia, WA

L5 – Safety Data and the Transportation Data Office
Workshop discusses how regional safety data contributes to decision making and the Strategic Highway Safety Plan. Discussion includes data and tools that assist in the planning process.

This project involves gathering collision data by county with emphasis given to supporting the data needs of Regional Transportation Planning Organizations (RTPOs).

Data will be analyzed and presented in order to share our findings with these organizations for their use in the preparation of safety plans. Another phase of this project includes comparing the investment guidelines and policy strategies in the WTP with safety problem areas in each county and region. Findings of the case study and a review of the tools are presented during this workshop.

This workshop introduces collision data to support RTPOs in decision making and planning efforts. The data used is directly related to the implementation of the Washington Transportation Plan, Strategic Highway Safety Plan, and SAFETEA-LU requirements.

One of the key policy recommendations in the WTP is "identifying cost effective ways in which the state and local agencies responsible for safety on highways, streets, and roads can coordinate their efforts to achieve statewide safety goals in a comprehensive manner." (WTP, 2006. p. iii). This project, in keeping with the spirit of the WTP, will provide a partnership between WSDOT and the RTPOs in highway safety efforts and information sharing.

Angie Davis, WSDOT TDO Collision Data and Analysis Branch, Olympia, WA

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Beginning at 9:30 a.m.

Module 4 - Geographic Information Systems (GIS)
Those that say a picture is worth a thousand words have underestimated what we can show on a map. The GIS provides a powerful tool for planners to present and comprehend many types of useful data. get firsthand knowledge on how WSDOT utilizes GIS to assist in transportation analysis. Beginners will learn what GIS is and what it can do for them. Already a GIS user? Come prepared to learn some new tricks!

M1 – Transportation Analysis
This session will showcase the newly re-designed Transportation Analysis Workbench. The workbench is designed to streamline access to key data for those designing a project, scoping a project or developing a planning study along a corridor. Attend this session to

get an orientation to the Transportation Analysis business area and then sign up for a one-on-one GIS clinic to give it a test drive yourself!

Lona Hamilton, WSDOT Systems Analysis and Program Development, Olympia, WA
Terry Bills, ESRI, Redlands, CA

M2 – Project Design
Planning analysis using GIS applications makes positive contributions. How can GIS assist you in scoping and design? Learn how in this session GIS has been applied in construction projects, and how this useful tool can assist in planning, scoping, project design, and ultimately, implementation.

The purpose of the workshop is to demonstrate how GIS is used to analyze pedestrian systems (existing and missing sidewalks and curb ramps), rank and prioritize improvement projects based on accessibility measures to key pedestrian geographic features and quantify their costs. Using Boise, Idaho's pedestrian system database and GIS Spatial Analyst, the demonstration will show how pedestrian infrastructure attributes (substandard and missing sidewalks) are compared to user-defined accessibility measures of both point (e.g proximity to schools, civic buildings, senior housing) and polygon or area data (e.g., land density, U.S. Census Journey to Work for walk mode split, etc.), arriving at a composite accessibility index score. These scores can help agencies and planning groups determine local priorities for sidewalk and curb ramp improvements. In addition, the infrastructure can be grouped by priority level (as set by the user) and costs determined for each level to help agencies plan their capital improvement budgets. These GIS measures are particularly helpful in addressing the policy and planning requirements of the Americans with Disabilities Act, Title II (Pedestrian Transition Plans) and other and non-motorized planning efforts.

Pasco Bakotich, WSDOT HQ Design Office, Olympia, WA
Andy Mortensen, The Transpo Group, Kirkland, WA

M3 - SAFETEA-LU: The Environment and Transportation Planning
This session will present the current federal law (SAFETEA-LU) environmental requirements for developing transportation plans and programs, the policy implications, and GIS tools available to transportation planners.

New and revised planning regulations in SAFETEA-LU require expanded consultation and coordination with federal, state, tribal, and local agencies responsible for land-use management, natural resource, environmental protection, conservation, and historic preservation. The law applies to the Metropolitan Transportation Planning Organizations (MPOs) and state DOTs. Included in the new regulation is a requirement to compare transportation plans with state conservation maps and inventories of natural or historic resources, as well as, identify potential mitigation activities and locations.

Elizabeth Lanzer, WSDOT Environmental Services, Olympia, WA
Greg Yarbrough, GISP, Wilbur Smith Associates, Columbia, SC

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M4 - Potential Applications: What Can GIS Do for You?
Applications of Geographic Information Systems in the transportation field, called GIS-T by American Association of State Highway Transportation Officials (AASHTO) and others are now in their 3rd decade of existence. These applications have been applied across the disciplinary and modal spectra found in transportation organizations, including planning, operations, engineering, asset management, as well as environmental and safety assessment.

This presentation will provide a series of vignettes of applications chosen in part to provide a sense of their breadth of use. These have also been chosen for their potential tie-in to use in the monitoring, prediction, and mitigation of potential impacts which may result from the increasing intensity of storms, climate change, or other disturbances in the status quo. This will include applications which can be used to model changes in traffic due to flooding, loss of infrastructure, and population migration.

Whitney Bowerman, WSDOT Geographic Services, Olympia, WA
Ernie Ott, Citilabs, Redlands, CA

M5 - Managing Data layers and Metadata: Got Data? Or is it the Right Data?
Data is what drives WSDOT, and forms the foundation for conducting a planning study. But how does a planner know that the data being collected is the most recent, or is the right data for the study?

Managing data layers and Metadata is important for planners conducting studies and learning who maintains the data sets used by WSDOT is what this session is all about. Additionally, this session will provide information on where you will find the right data in the right place.

So, have *you* Got Data?

Michelle Blake, WSDOT Information Technology, Olympia, WA
Jason Stambaugh, WSDOT TDO Roadway Systems Branch, Olympia, WA
Delwar Murshed, WSDOT Urban Planning, Seattle, WA

Beginning at 11:30 a.m.

N1 - Access Management Fundamentals
This session shall cover access management fundamentals and how they're applied in Washington State, including history, what the benefits of access management are, and addressing the roles of local government, WSDOT region offices, and WSDOT headquarters. You shall also be updated on the recent legislative proviso dealing with access management and concurrency and its impact.

Barb De Ste. Croix, WSDOT HQ Design Office, Olympia, WA
Phil Demosthenes, Parametrix, Inc., Denver, CO

N2 - Understanding Freight Movement: Supply Chain
This session provides a brief overview of freight facts and introduces the concept of supply chain management to familiarize transportation professionals with a comprehensive understanding of supply chain movement of freight in Washington State and beyond. It discusses freight opportunities and challenges in relation to how the free flow of goods and services impacts regional and statewide economic prosperity, including quality of life.

Kate Vitasek, Supply Chain Visions, Bellevue, WA

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N3 - Coordinating with Federal Land Management Agencies
Ever wonder what kind of transportation planning is done in our National Parks, Forests, or Wildlife Refuges and its impact on Washington State or your Metropolitan Planning Organization? This session describes methods to access Federal Land Management Agencies and Western Federal Lands Highway Division in the statewide and metropolitan planning processes. Focused discussion topics consist of resources for regional coordination, commonalities in planning processes, planning strategies and regulatory requirements. In addition, further emphasis is placed on strengthening Metropolitan Planning Organization partnerships, particularly in the gateway communities.

Makayah Royal, Federal Highway Administration Western Federal Lands, Olympia, WA
Brian Bowden, National Park Service, Ashford, WA

N4 - ACCT and Regional Planning Requirements
This workshop will be an opportunity for people to get an update on how SAFETEA-LU has been implemented in Washington and how we can improve the coordinated Public Transit Human Service Transportation Planning and prioritization process in the future. This is your opportunity to help improve how we do things in Washington.

Don Chartock, WSDOT HQ Public Transportation & Rail, Olympia, WA
Karen Parkhurst, Thurston Regional Planning Council, Olympia, WA
Page Scott, Yakima Valley Conference of Governments, Yakima, WA

N5 - Planning, Scoping, and the Project Delivery Process
Intelligent Transportation Systems (ITS) are integral to the design and planning of many roadway projects to improve the smooth and safe flow of traffic. WSDOT now uses ITS technologies such as ramp metering, traveler information, incident response, border crossing technology, weather operations based on prediction tools, commercial vehicle information systems and networks (CVISN), coordinated signal technology and others to improve throughput, increase safety and inform travelers of roadway conditions.

ITS provides additional benefits when used to mitigate construction projects. With several major projects being planned, we need a regional construction traffic management plan to address the impacts of these projects. ITS will be used to inform drivers of delay and alternate routes, control speeds prior to and in work zones, and maximize the throughput of restricted lane capacity due to construction. There is some concern with ITS Federal Earmarks going away that it will become increasingly difficult to fund ITS projects. ITS will rely on capitol projects for building out ITS projects.

Ted Trepanier, WSDOT Maintenance and Operations, Olympia, WA

Beginning at 12:30 p.m.

O - Keynote Luncheon Panel: Inland Pacific Hub - Acting Regionally, Thinking Globally

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Beginning at 2:15 p.m.

P1 - Access Control: A Local and Global Perspective
Access Control is the most cost effective way to improve and preserve the functional integrity of our highways. Nationally and internationally managing access is becoming recognized as an important strategy for a range of programs including asset management, congestion management, mobility planning, and safety management. Recent research reports discuss how to incorporate access management into safety and long range planning. Phil brings with him experiences both global and local in nature. He will speak to the current state of the practice including agency program development, research findings, and design standards.

Phil Demosthenes, Parametrix, Inc., Denver, CO
Barb De Ste. Croix, WSDOT HQ Design, Olympia, WA

P2 - Construction Mitigation
Learn more about an award winning culvert replacement project for the City of Bellevue. This project reduced flooding and improved fish passage by replacing three non-functional culverts. The soils would collapse under open excavation, so instead of installing a traditional culvert or bridge, a floating concrete bridge span was used. Other challenges facing this project were nine underground utility lines, two overhead utility lines, commuter and business traffic, adjacent wetlands, and a low water table. This multi-agency effort demonstrated the importance of research, communication, innovative design, and well-timed pre-construction meetings.

Sound Transit is over 75 percent complete with the construction of nearly 16 miles of Link light rail. An innovative and proactive community outreach and business mitigation program was put in place to assist the residents and businesses in the communities from

downtown Seattle to Sea-Tac Airport during construction. In this session, Sound Transit will share the details of their business mitigation program including examples of customized marketing campaigns and technical assistance efforts. Learn about Sound Transit's program that assists a diverse community comprised of national chain businesses to immigrant owned small businesses.

Kathy Albert, Sound Transit, Seattle, WA
Brooke Belman, Sound Transit, Seattle, WA
Rick Logwood, City of Bellevue, WA
Chuck Purnell, INCA Engineers, Bellevue, WA

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P3 - Local Land Use and the State Transportation System
This session addresses the connection between local land use decisions and the function of the state transportation system. It provides an overview of the evolution of transportation planning and land use policy in Washington State and establishes the statutory basis and executive direction for WSDOT's participation in the local land use process. Participants will be introduced to a new WSDOT approach to local land use review that addresses how to: prioritize what to review, identify the most important issues to communicate, develop a compelling case for cooperation, and learn from their results.

Joyce Phillips, AICP, CTED Local Government Division, Olympia, WA
Karena Houser, WSDOT HQ Planning, Olympia, WA

P4 - Tribal Transportation Planning Overview
This session explores the tribal planning, consultation, and outreach process from a tribal perspective.

Keith Martin, WSDOT Eastern Region Local Programs, Spokane, WA
Brian Clark, Confederated Tribes of the Colville Indian Reservation, Nespelem, WA

P5 - Operations Technology
ITS is part of WSDOT's highway strategic plan, identified as a Tier I improvement: a low cost project with a high return on investment and a short delivery schedule. ITS can provide quick responses to safety and mobility problems, and can also be used to mitigate the effects of construction. Topics to be covered in this session include tapping unused roadway capacity, operational impacts on safety, and using ITS before, during and after project delivery. Additionally, new technologies on the horizon will be discussed, including Active Traffic Management and Vehicle Infrastructure Integration (VII).

Katherine Boyd, WSDOT Maintenance and Operations, Olympia, WA
Ted Trepanier, WSDOT Maintenance and Operations, Olympia, WA

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Beginning at 3:30 p.m.

Module 5 - Design Solutions
Examples of projects will help attendees understand how the planning process works and the importance of planning. Each case study will feature a virtual tour of the project as well as discussion of the challenges and successes involved. Every project has different goals, see some of the options that were chosen and how they addressed their particular challenge. What would you have done?

Q1 - Tacoma Narrows Bridge
Should the analytical process employed in developing traffic and revenue forecasts for the Tacoma Narrows Bridge (TNB) project and other new toll facilities be considered an art or a science? While studies of this nature employ a rigorous scientific approach in developing reasonable estimates of future traffic and revenue potential for new toll facilities, these forecasts or outcomes are based on many estimates and assumptions which cannot be "scientifically" computed or assured. In other words, there are inherent risks and uncertainties.

The TNB presentation will address the overall study process used in answering four basic questions germane to toll facilities, namely – (1) What is the overall corridor travel demand? (2) How much will it grow in the future? (3) What share of the demand can be expected to use the new facility? and (4) How much will users be willing to pay?

In answering these questions, the valuable lessons learned and challenges overcome will be highlighted.

New Toll Collection Operations in Washington State

For the first time in twenty years in Washington State, toll collection operations began again with the opening of the new Tacoma Narrows Bridge. A key feature of the TNB toll collection operation is Good To Go! a system that uses electronic devices to collect tolls at highway speeds. The electronic device is linked to a customer's account, which is automatically debited the amount of the toll. Planning for this new method of toll collection, estimating likely users and marketing to those customers presented a real challenge to WSDOT staff.

WSDOT is using a combination of contracted services, other state agency personnel and WSDOT personnel to operate and maintain the new facilities. Washington State Patrol and the court system will enforce toll payment and WSDOT personnel will maintain and preserve the new bridge and adjacent roadway. WSP will provide routine traffic law enforcement, incident response and enforcement of toll statutes and photo violation review and processing. Incident response services will provide for prompt removal of disabled vehicles and for accident management.

Dennis Engel, WSDOT Tacoma Narrows Bridge Office, Gig Harbor, WA
David Pope, WSDOT Tolls Policy and Planning, Gig Harbor, WA

James Zimmerman, Wilbur Smith Associates, Bellevue, WA
Kamran Khan, Wilbur Smith Associates, Lisle, IL

Q2 - Spokane Area: Bridging the Valley
Bridging the Valley is a 42 mile corridor between Spokane, Washington and Athol, Idaho. There are 75 railroad and roadway crossings in the corridor. When rail and roadways are separated the corridor will promote traffic safety, traffic mobility, economic growth.

The focus of this presentation is on integration of early collaboration and environmental issues. When two major railroads, two states, two metropolitan organizations, numerous local agencies and political constituents come together to identify the roles, responsibilities, costs, risks, and project priorities, all parties want to know about the costs associated with projects and the risks to them. You will hear about:

- The history of the Bridging the Valley project: When and how did the idea come about?
- Early collaboration: Who, how, and when were participants engaged in the project?
- Environmental issues: The laws—building a list of issues is an on-going process.
- Funding and risks: Who is responsible for paying for the many projects?

Charlene Kay, WSDOT Eastern Region, Spokane, WA
Glenn Miles, Spokane Regional Transportation Council, Spokane, WA
Valla Melvin, Spokane Regional Transportation Council, Spokane, WA

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Q3 - Working with Coalitions: The U.S. 12 Story
This session explores the formation of the US 12 Coalition - the group that spearheaded the long sought after goal of a four-lane freeway between the Tri-Cities and Walla Walla. This story illustrates how one of the most effective coalitions in the State of Washington was formed and the vital role this and other coalitions can play in the planning and delivery of a corridor vision. Come learn some very insightful perspectives, fun stories from the leaders of the coalition, and how your transportation project can benefit from the US Highway 12 story.

Jim Kuntz, Port of Walla Walla, WA
Troy Suing, WSDOT South Central Region Program Management, Union Gap, WA

Q4 - I-90 Snoqualmie Pass East
The I-90 Snoqualmie Pass East project is scheduled to start construction in 2010. It will build a safer, more efficient and reliable highway from Hyak to Easton, ensuring the continued availability of I-90 as a primary statewide transportation corridor.

The highway will be widened to six lanes improving traffic flow and accommodating

projected traffic volumes for the next 20 years. New pavement will replace aging, deteriorated roadway to provide a smoother and safer ride. Straightening of highway curves will increase sight distance and increase safety.

Avalanches and rock fall hazards will be addressed, reducing lane closures and further improving safety. Wildlife will be able to cross over and under the highway, thus increasing safety for motorists and enhancing wildlife connectivity.

Brian White, WSDOT South Central Region Project, Union Gap, WA

Q5 - The Charrette Process: Interactive Methods to Develop Solutions
Threading highway improvements through a developed urban area is always difficult. In Renton, the I-405 Corridor Project team and the City of Renton struggled for 2 years to find a workable solution for an area with a highway interchange, 3 parks, a city-owned building, sole-source aquifer (including wellheads and treatment systems), neighborhood proximity and access, emergency services, and BNSF railroad. Learn how a carefully-designed charrette led to mutual trust, acceptable access, and city redevelopment, all while meeting the Renton's vision for a parks master plan and WSDOT's project needs.

Stacy Trussler, WSDOT Urban Corridors, Bellevue, WA
Kimbra Wellock, PRR, Bellevue, WA
Keith Woolley, City of Renton, WA
Rebecca Baker, PRR, Bellevue, WA
Colleen Gants, PRR, Bellevue, WA

Q6 - North Spokane Corridor
The proposed North Spokane Corridor (NSC) is a 60-mile per hour, 10.5 mile limited access corridor. The facility includes improvements along approximately 3.5 miles of Interstate 90 (I-90). When complete, the NSC will link I-90 near downtown Spokane with US 395 at Wandermere, with a freeway corridor which includes a separated pedestrian/bikepath and right-of-way for a future high capacity system such as HOV or light rail. This project will provide a major improvement in safety and mobility of motorists, freight and nonmotorized transportation within and through metropolitan Spokane. The NSC will provide a major link between the United States, Mexico and Canada.

An overview and status of the NSC Project will be presented. This "mega" project is estimated to cost $3.3 billion over twenty years. Challenges and potential solutions will discussed. These include roadside development, community involvement, utility coordination, data collection and analysis, environmental regulations, railroad conflicts and risk management.

Designing and building new freeways on new alignments is a fairly rare occurrence anymore. These projects by their nature are high profile and have unique challenges. This presentation will be of interest to anyone experiencing similar challenges.

Larry Larson, PE, WSDOT Eastern Region, Spokane, WA

Beginning at 5 p.m.

R - Closing Plenary Reception: Focus on the Future

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Friday, November 16 Program

Breakfast Panel: Inland Empire Leaders

Beginning at 9 a.m.

T1 - Growing Transportation Professionals: Techniques for Enhancing Leadership Skills
Regardless of your current position within the office and agency where you work, you have valuable skills. This four-hour training workshop will include perspectives of three different individuals on the topic of leadership. Leadership is different than management. Supervising is different than project management. Learn about some new perspectives to assist you in your day-to-day activities.

Hear a member of Washington State's gubernatorial cabinet talk about the governor's approaches to leadership, while you get an introduction to Governor Gregoire's Leadership Management Framework and Leadership Initiative. As part of the initiative, the Washington State Department of Personnel is providing a series of leadership speaker events. This workshop will include a video clip from one of the recent speakers, Mark Sanborn. Participants in this workshop will receive one of his books, "You Don't Need a Title to be a Leader."

In addition, you will have an opportunity to examine several additional leadership concepts and approaches, including opportunities for personal goal setting and group activities that will assist work teams in understanding each other's work styles and approaches to problem solving.

You will walk away from this session with tools ready for immediate application in both your career and current projects. This workshop is an excellent way to close 2007 Symposium by shifting the technical focus to Washington's most valuable resource—its workforce—public and private, alike.

Don Read, MBA, Leadership and Training Development, Spokane, WA
Mary Selecky, Washington State Department of Health, Olympia, WA

T2 - Supply Chain Management Fundamentals: What You Need to Know to Plan

and Design the Freight System
Familiarizes transportation professionals with a comprehensive understanding of supply chain movement of freight in Washington State and beyond. It discusses freight opportunities and challenges in relation to how the free flow of goods and services impacts regional and statewide economic prosperity, including quality of life.

Kate Vitasek, Supply Chain Visions, Bellevue, WA

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